REVISION LETTER For Disc 24-2009 Licensed to npan. Printed on 18 Dec 2009. **JEPPESEN** 

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Page 1

Changed chart(s) since Disc 23-2009

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT PROCEDURE IDENT

INDEX REV DATE

**EFF DATE** 

No revision activity since Disc 23-2009

### **TERMINAL CHART NOTAMS**

No Chart NOTAMs for Airport UHPP

**Airport Information** 

### **UHPP** (Yelizovo)

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### **General Info**

Petropavlovsk-Kamchatsky, RUS N 53° 10.2' E158° 27.1' Mag Var: 6.6°W

Elevation: 131'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+12:00 uses DST

### **Runway Info**

Runway 16L-34R 11155' x 197' concrete Runway 16R-34L 8202' x 197' asphalt

Runway 16L (163.0°M) TDZE 112'

Lights: Edge

Runway 16R (163.0°M) TDZE 131'

Runway 34L (343.0°M) TDZE 131'

Runway 34R (343.0°M) TDZE 131'

Lights: Edge, ALS

### **Communications Info**

Petropavlovsk Start Tower 118.1

Petropavlovsk Krug Radar 119.4

### **Notebook Info**

**JEPPESEN** JeppView 3.6.3.1

14.100

4600

### UHPP/PKC JEPPESENPETROPAVLOVSK-KAMCHATSKY, RUSSIA YELIZOVO 20 JUN 08 (10-2) Eff 3 Jul

Alt Set: MM (hPa on request) QNH on request Trans level: FL98 Apt Elev FL108 if pressure is less than 756 mm (1007.9 hPa) 6500 131' FL118 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7879') 7000' MSA

### BAKEN 34 ALFA (BK 34A), HY 34 ALFA (HY 34A) RWY 34R ARRIVALS

FOR KULOD, MALKA, SAMIK & TUPAN "ALFA" STARS REFER TO CHARTS 10-2A & 10-2B

• MEA, when under radar assistance 2 344° to ARP between 18.9 NM and 11.3 NM do not fly west below 3420' (**3289**').

FL CONVERSION FL299 FL9100m FL148 FL4500m FL118 FL3600m **BAKEN** FL108 FL3300m N53 39.4 E157 59.5 FL98 FL3000m Between FL299 & FL108 ALT/HEIGHT CONVERSION

8010' (7879' - 2400m) 7030' (6899' - 2100m) 5060' (4929' - 1500m) (3939' - 1200m) 3420' (3289' - 1000m) 3090' (2959' - 900m) (1319' - 400m)

KHALAKTYRKA \*685 HY N53 00.1 E158 47.5 BK 34A

At 7030

(6899')At 5060 HY 34A (4929')At or above FL108 final at 1450' (1319')MHA FL108

YELIZOVO-

535 PR

N53 06.8 E158 29.4

At FL108

N52 59.4 E158 35.4 (339° brg to PR) MAX 230 KT At 3090' (2959') RADIUS 1.6 MAX N52 56.5 E158 38.3 215 KT At 4070' (3939') N52 52.0 E158 53.2 (323° brg to PR) At 7030'

Minimum bank 20° for all turns.					
STAR	ROUTING				
BK 34A	158° track to PR, turn LEFT, 128° track to HY, turn RIGHT, 298° track to N52 59.4				
	E158 35.4, turn RIGHT, 343° track to intercept final approach.				
HY 34A	166° track to N52 52.0 E158 53.2, turn RIGHT, 298° track to N52 52.3 E158 40.0,				
By ATC	turn BIGHT 343° track to intercent final approach				

N52 52.3 E158 40.0 (342° brg to PR)

At 4070' (3939')

CHANGES: MSA; TL; MEAs; crossings; STAR KD 34A transferred.

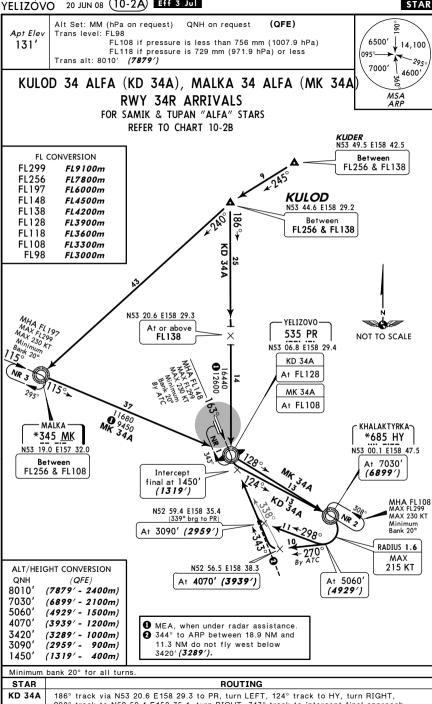
NOT TO SCALE

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(6899')

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UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA YELIZOVO 20 JUN 08 (10-2A) Eff 3 Jul



298° track to N52 59.4 E158 35.4, turn RIGHT, 343° track to intercept final approach. 115° track to PR, turn RIGHT, 128° track to HY, turn RIGHT, 298° track to N52 59.4

E158 35.4, turn RIGHT, 343° track to intercept final approach

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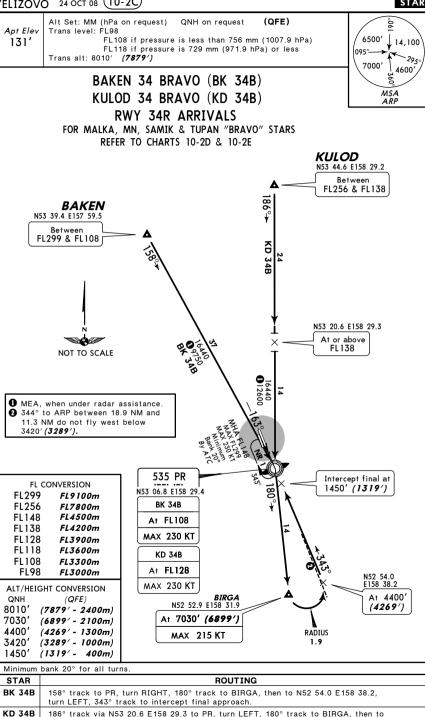
# UHPP/PKC JEPPESENPETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 24 OCT 08 (10-2B) Alt Set: MM (hPa on request) QNH on request Trans level: FL98 Apt Elev FL108 if pressure is less than 756 mm (1007.9 hPa) 6500 131' 14.100 FL118 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7879') 7000' 4600 SAMIK 34 ALFA (SA 34A) MSA TUPAN 34 ALFA (TP 34A) **RWY 34R ARRIVALS** 1 209° to ARP between 21.6 NM and 13.5 NM do not fly east below FL167. 2 277° to ARP between 21.6 NM and 13.5 NM do not fly north below FL167. 3 344° to ARP between 18.9 NM and 11.3 NM do not fly west below 3420' (3289'). **TUPAN** N53 38 3 F159 02 4 Retween FL CONVERSION FL282 & FL177 FL299 FL9100m FL282 FL8600m FL177 FL5400m FL167 FL5100m FL148 FL4500m FL118 FL3600m FL108 FL3300m FL98 FL3000m N53 19.6 E158 42.8 At or above FL 167 535 PR N53 06.8 E158 29.4 NOT TO SCALE **SA 34A** At FL108 TP 34A **SAMIK** At FL167 KHALAKTYRKA N53 02.1 E157 36.2 \*685 HY ---Between N53 00.1 E158 47.5 FL299 & FL108 At 7030' (6899') Intercept SÁ 34A **A** 087°→ final at 1450' (1319') MHA FL108 MAX FL299 MAX 230 KT N52 59.4 E158 35.4 Bank 20° At 3090' (2959') ALT/HEIGHT CONVERSION RADIUS 1.6 ОИН (QFE) MAX 8010' (7879' - 2400m) 215 KT 7030' (6899' - 2100m) 5060' (4929' - 1500m) At 5060' (4929') 4070' (3939' - 1200m) N52 56.5 E158 38.3 3420' (3289' - 1000m) (2959' - 900m) At 4070' (3939') 1450' (1319' - 400m) Minimum bank 20° for all turns STAR ROUTING 087° track to PR, turn RIGHT, 128° track to HY, turn RIGHT, 298° track to N52 59.4 E158 35.4, turn RIGHT, 343° track to intercept final approach

218° track via N53 19.6 E158 42.8 to PR, turn LEFT, 119° track to HY, turn RIGHT, 298° track to N52 59.4 E158 35.4, turn RIGHT, 343° track to intercept final approach

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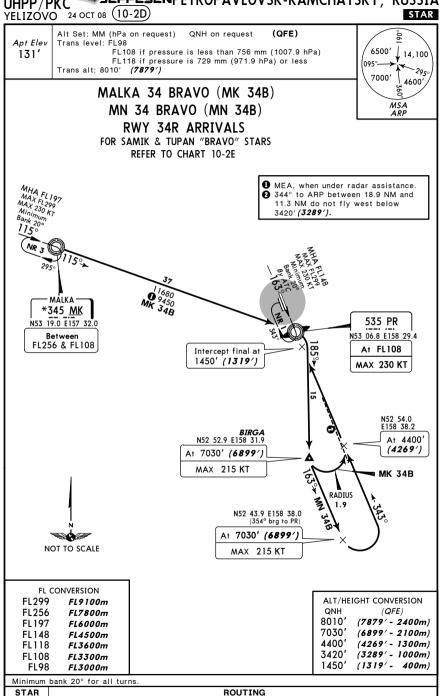
### UHPP/PKC JEPPESENPETROPAVLOVSK-KAMCHATSKY, RUSSIA YELIZOVO 24 OCT 08 (10-2C)



N52 54.0 E158 38.2, turn LEFT, 343° track to intercept final approach.

**JEPPESEN** JeppView 3.6.3.1

# UHPP/PKC JEPPESENPETROPAVLOVSK-KAMCHATSKY, RUSSIA



CHANGES: BIRGA established. © JEPPESEN, 2003, 2008. ALL RIGHTS RESERVED

turn LEFT, 343° track to intercept final approach

N52 54.0 E158 38.2 to intercept final approach

115° track to PR, turn RIGHT, 185° track to BIRGA, then to N52 54.0 E158 38.2,

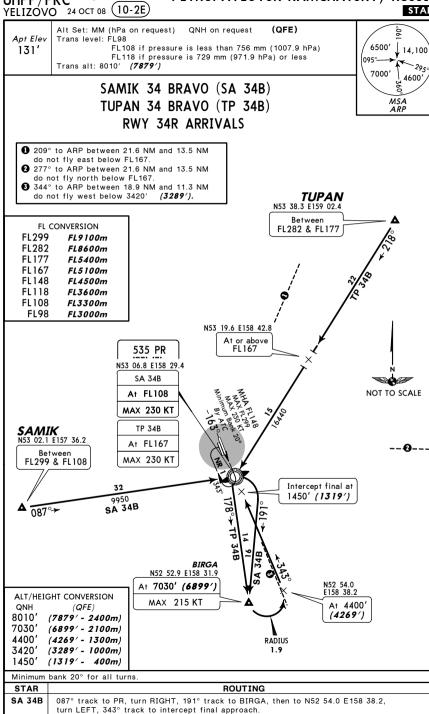
At BIRGA turn LEFT, 163° track to N52 43.9 E158 38.0, turn LEFT, 343° track via

MK 34B

By ATC

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UHPP/PKC JEPPESENPETROPAVLOVSK-KAMCHATSKY, RUSSIA



CHANGES: BIRGA established

218° track via N53 19.6 E158 42.8 to PR, turn LEFT, 178° track to BIRGA, then to

N52 54.0 E158 38.2, turn LEFT, 343° track to intercept final approach

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## UHPP/PKC JEPPESENPETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 15 AUG 08 (10-2F) Eff 28 Aug

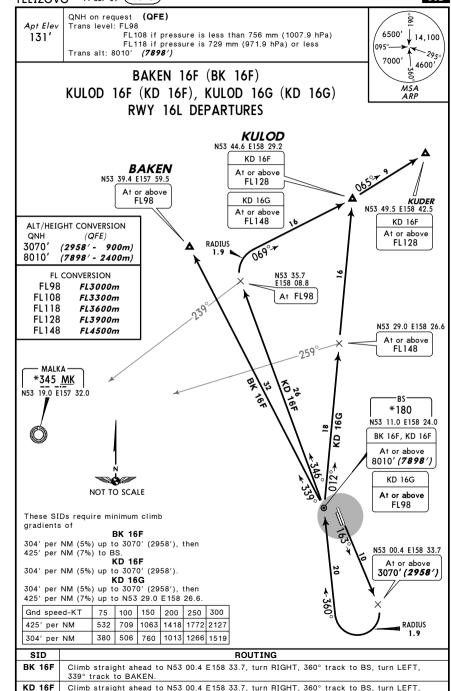
Alt Set: MM (hPa on request) QNH on request Trans level: FL98 Apt Elev 6500' FL108 if pressure is less than 756 mm (1007.9 hPa) 131' 14.100 FL118 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7879') 7000' 4600 MALKA 34 CHARLIE (MK 34C) RINOT 34 CHARLIE (RN 34C) MSA RWY 34R ARRIVALS BY ATC MALKA -\*345 MK N53 19.0 E157 32.0 Between FL256 & FL108 NOT TO SCALE YELIZOVO-535 PR N53 06.8 E158 29.4 Intercept final at 1450' (**1319**') **GOREB** N53 09.0 E158 00.6 At or above FL108 At 1450' (1319')**UTENI** N53 05.5 E158 10.7 015 At or above N52 54.0 E158 38.2 7030' (6899') MAX 215 KT At 4400' 013 N52 59.5 E158 27.5 (4269') At 3090' (2959') N52 59.8 E158 31.3 3 344° to ARP between 18.9 NM At 2100' and 11.3 NM do not fly west (1969')below 3420' (3289'). **RINOT** N52 03.4 E159 12.8 FL CONVERSION FL282 & FL138 ALT/HEIGHT CONVERSION FI 299 FL9100m QNH (QFE) FL282 FL8600m 8010' (7879' - 2400m) FL256 FL7800m 7030 (6899' - 2100m) FL197 FL6000m Without radar 4400' (4269' - 1300m) FL148 FL4500m control. 3420' (3289' - 1000m) FL138 FL4200m 3090' FL118 (2959' - 900m) FL3600m 2100' (1969' - 600m) FL108 FL3300m FL98 (1319' - 400m) FL3000m STAR ROUTING MK 34C 127° track via GOREB and UTENI to RUNIL, turn LEFT, 073° track to N52 59.8 E158 31.3, turn LEFT, 343° track to intercept final approach 343° track via N52 54.0 E158 38.2 to intercept final approach Radar control required 2 If radar control or MK not available, proceed to PR, join holding at or above the safe flight

CHANGES: STAR RN 34C revised. © JEPPESEN, 2008. ALL RIGHTS RESERVED

level, then as directed by ATC.

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UHPP/PKC JEPPESENPETROPAVLOVSK-KAMCHATSKY, RUSSIA 11 SEP 09 (10-3 YELIZÓVO



346° track to N53 35.7 E158 08.8, turn RIGHT, 069° track to KULOD, then to KUDER.

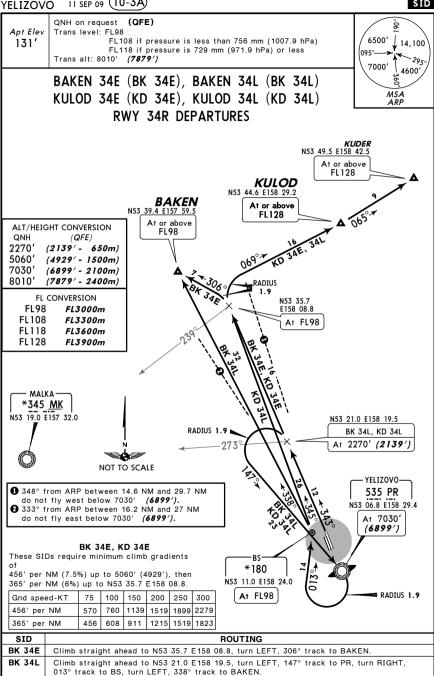
Climb straight ahead to N53 00.4 E158 33.7, turn RIGHT, 360° track to BS, turn

RIGHT, 012° track via N53 29.0 E158 26.6 to KULOD.

**JEPPESEN** 

JeppView 3.6.3.1 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009

UHPP/PKC JEPPESENPETROPAVLOVSK-KAMCHATSKY, RUSSIA YELIZOVO 11 SEP 09 (10-3A)



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track to KULOD, then to KUDER.

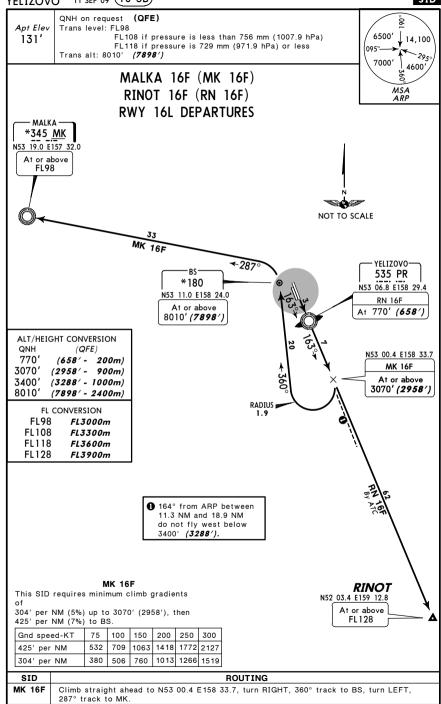
KD 34E

Climb straight ahead to N53 35.7 E158 08.8, turn RIGHT, 069° track to KULOD, then

Climb straight ahead to N53 21.0 E158 19.5, turn LEFT, 147° track to PR, turn RIGHT, 013° track to BS, turn LEFT, 345° track to N53 35.7 E158 08.8, turn RIGHT, 069°

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UHPP/PKC JEPPESENPETROPAVLOVSK-KAMCHATSKY, RUSSIA 11 SEP 09 (10-3B) YELIZÓVO



Climb straight ahead to 770' (658'), 163° track to RINOT.

131'

**JEPPESEN** 

### JeppView 3.6.3.1

6500' | 14,100

MSA

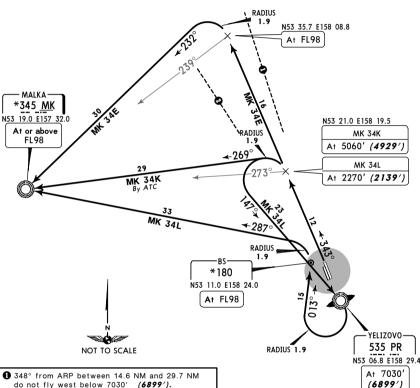
4600

7000'

UHPP/PKC JEPPESENPETROPAVLOVSK-KAMCHATSKY, RUSSIA YELIZOVO 11 SEP 09 (10-3C)

QNH on request (QFE) Apt Elev Trans level: FL98 FL108 if pressure is less than 756 mm (1007.9 hPa) FL118 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7879')

MALKA 34E (MK 34E) MALKA 34K (MK 34K), MALKA 34L (MK 34L) **RWY 34R DEPARTURES** 



do not fly west below 7030' (6899'). 2 333° from ARP between 16.2 NM and 27 NM do not fly east below 7030' (6899').

These SIDs require minimum climb gradients

456' per NM (7.5%) up to N53 21.0 E158 19.5, then 365' per NM (6%) up to N53 35.7 E158 08.8.

#### MK 34K

456' per NM (7.5%) up to 5060'(4929')

Gnd speed-KT	75	100	150	200	250	300
456' per NM	570	760	1139	1519	1899	2279
365' per NM	456	608	911	1215	1519	1823

ALT/HEIGHT CONVERSION (QFE) 2270' (2139' - 650m) (4929' - 1500m)

(6899' - 2100m) 8010' (7879' - 2400m)

FL CONVERSION FL98 FL3000m FL108 FL3300m FL118 FL3600m

SID	ROUTING					
MK 34E	Climb straight ahead to N53 35.7 E158 08.8, turn LEFT, 232° track to MK.					
MK 34K By ATC	Climb straight ahead to N53 21.0 E158 19.5, turn LEFT, 269° track to MK.					
MK 34L	Climb straight ahead to N53 21.0 E158 19.5, turn LEFT, 147° track to PR, turn RIGHT, 013° track to BS, turn LEFT, 287° track to MK.					

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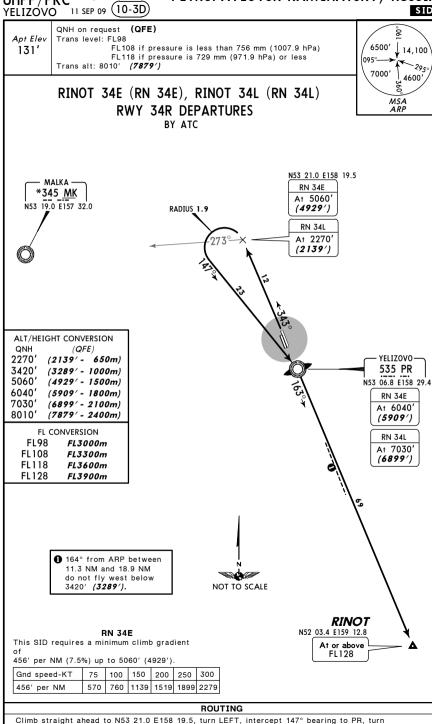
RIGHT, 163° bearing to RINOT.

CHANGES: None.

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UHPP/PKC JEPPESENPETROPAVLOVSK-KAMCHATSKY, RUSSIA



**JEPPESEN** JeppView 3.6.3.1

### UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA YELIZOVO 11 SEP 09 (10-3E)

QNH on request (QFE) Trans level: FL98 Apt Elev FL108 if pressure is less than 756 mm (1007.9 hPa) 131' FL118 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7898') 7000' 4600'

SAMIK 16F (SA 16F), SAMIK 16G (SA 16G) **TUPAN 16F (TP 16F) RWY 16L DEPARTURES** 



N53 29.0 E158 26.6

At or above

\*180

N53 11.0 E158 24.0

SA 16F

At or above

NOT TO SCALE

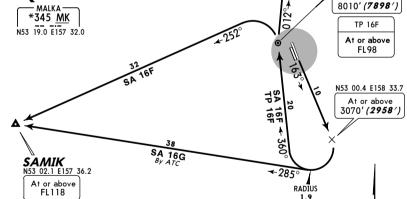
**TUPAN** N53 38.3 E159 02.4

At or above

FL167

#### ALT/HEIGHT CONVERSION (QFE) 3070' (2958' - 900m) 8010' (7898' - 2400m) FL CONVERSION FL98 FL3000m

FL108 FL3300m FL118 FL3600m FI 148 FL4500m FL167 FL5100m



These SIDs require minimum climb gradients

#### **SA 16F**

304' per NM (5%) up to 3070' (2958'), then 425' per NM (7%) to BS.

### **SA 16G**

304' per NM (5%) up to 3070' (2958'). TP 16F 304' per NM (5%) up to 3070' (2958'), then 425' per NM (7%) up to N53 29.0 E158 26.6.

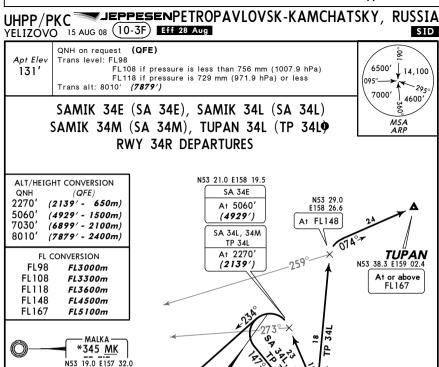
Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
304' per NM	380	506	760	1013	1266	1519

SID	ROUTING
SA 16F	Climb straight ahead to N53 00.4 E158 33.7, turn RIGHT, 360° track to BS, turn LEFT, 252° track to SAMIK.
SA 16G By ATC	Climb straight ahead to N53 00.4 E158 33.7, turn RIGHT, 285° track to SAMIK.
TP 16F	Climb straight ahead to N53 00.4 E158 33.7, turn RIGHT, 360° track to BS, turn RIGHT, 012° track to N53 29.0 E158 26.6, 074° track to TUPAN.

CHANGES: Crossings at first turning point & BS revised.

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N53 11.0 E158 24.0 At FL98 YELIZOVO-535 PR **SA 34M** RADIUS N53 06.8 E158 29.4 At 7030' **SAMIK** (6899') At or above FL118

\*180

RADIUS

**SA 34E** This SID requires a minimum climb gradient

456' per NM (7.5%) up to 5060' (4929').

75 100 150 200 250 300 570 760 1139 1519 1899 2279 MAX 250 KT below FL148.

NOT TO SCALE

SID	ROUTING
SA 34E	Climb straight ahead to N53 21.0 E158 19.5, turn LEFT, 234° track to SAMIK.
SA 34L	Climb straight ahead to N53 21.0 E158 19.5, turn LEFT, intercept 147° bearing to PR, turn RIGHT, 013° track to BS, turn LEFT, 252° track to SAMIK.
SA 34M By ATC	Climb straight ahead to N53 21.0 E158 19.5, turn LEFT, intercept 147° bearing to PR, turn RIGHT, 274° track to SAMIK.
TP 34L	Climb straight ahead to N53 21.0 E158 19.5, turn LEFT, intercept 147° bearing to PR, turn RIGHT, 013° track to BS, 012° track to N53 29.0 E158 26.6, 074° track to

**JEPPESEN** 

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UHPP/PKC 20 JUPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA
Apt Elev 131' Eff 3 Jul 10-9
N53 10.2 E158 27.1
YELIZOVO

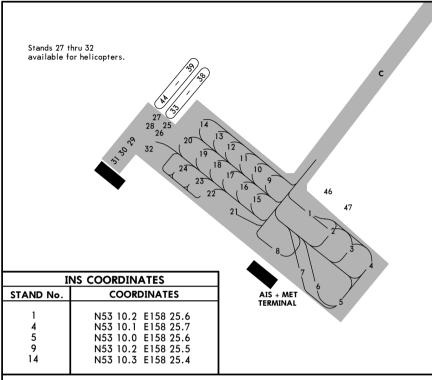
PETROPAVLOVSK Start (TWR) 118.1 o<sup>Lctr</sup> AIS + MET  $\Lambda^{^{243'}}$ FOR PARKING POSITIONS SEE 10-9A 226' Taxiing of acft with wingspan of 213'/65m or more via Twy C and D is with Follow-me car only, at minimum speed and strictly along twy centerline. Main Twy and Twys 1, 2, 3, 5 and 6 closed for CIV acft.

CHANGES: None.

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UHPP/PKC JEPPESENPETROPAVLOVSK-KAMCHATSKY, RUSSIA
20 JUN 08
Eff 3 Jul 10-9A
YELIZOVO



GENERAL

Birds.

		ADDITIONAL R	UNWAY			10	
					JSABLE LENGTH  BEYOND —	15 <del> </del>	
RWY				Threshold	Glide Slope	TAKE-OFF	WIDTH
16L	HIRL (60m)		R∨R				197'
34R	HIRL (60m)	HIALS PAPI-L (angle 2.67°)	R∨R			0	60m
1 TAKE-	OFF RUN AV	'AILABLE					
RWY 1	<u> 16L:</u>		RWY	34R:			
	rwy head	11,155′ (3400m)	From	rwy head	11,155' (3400		
	twy A int	8169' (2490m)		twy 6 int	9843' (3000	Om)	
16R_							197'
34L							60m

• Rwy is used for taxiing only and closed for CIV acft.

	TAKE-C	)FF				
AIR CARRIER (JAA)						
	Rwy 16L	/34R				
	LVP must be in force					
	RCLM (DAY only)	RCLM (DAY only)				
	or RL	or RL				
A						
В	250m	400m				
С		400111				
D	300m					

# UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA YELIZOVO Eff 3 Jul 11-1 • OILS- or 2 NDB- Alfa Rwy 34R

YELIZOVO	Eff 3 Jul 🗥	ソ	01F2- OL		)- AI	ta kwy 34k
PETRO	DPAVLOVSK Krug (SRE) 119.4		PETROPAVLOVSK Sta	061		
10C IPR *110.3	Final Apch Crs	gs гом 951′ ( <b>820</b> ′)	ILS DA(H) 331 <b>′ (200</b> ′)	Apt Elev	131′	
NDB PR *535	343°	Minimum Alt LOM 960' (829')	NDB MDA(H) <b>490' (359')</b>	RWY	131′	MSA Airport

MISSED APCH: Climb on 343° to 2430′ (2299′) or above to 271° MK NDB, then turn LEFT onto 147° climbing to 6040′ (5909′) to PR NDB, then proceed on 128° to HY NDB, then according to chart or to holding No2.

Climb grad MIM 3.2% until reaching PR NDB. Alt Set: MM (hPa on req) QNH on rea (QFE) Trans level: FL 98 @ Trans alt: 8010'(7879' NOT TO SCALE 2 FL 108, if pressure is less than 756 mm (1007.9 hPa). FL 118, if pressure is 729mm MALKA (971.9 hPa) or less. \*345 MK PETROPAVLOVSK-KAMCHATSKY-\* 1040 Y 7182 \* 260 P 1070 PETROPAVLOVSK-KAMCHATSKY-2 53-10 2000 \* 535 PR 4052 MISSED APCH CLIMB GRAD MIM 3.2% KHALAKTYRKA 343° \*110.3 IPR \*685 HY ALT/HEIGHT CONVERSION ONH (7879' - 2400m) at1450' 8010' 15061 60401 (5909' - 1800m) (1319')50601 (4929' - 1500m) 30901 (2959' - 900m) at 3090' 2430' (2299' - 700m) 1450' (1319' - 400m) 960' (829' - 250m) at 5060 **MAX 215 KT** 370' RADIUS 1.6 (239' - 70m) (4929') 158-30 158-20 NDB apch: Pass LMM not below 370' (239' LOM LMM GS 951' (820') GS 361'(230') intercept TCH final (829') RWY 34R 131' Gnd speed-Kts 70 90 100 120 140 160 (2299')i on 343° ILS GS 2.67° or 336 432 480 576 671 767 NDB Descent Gradient 4.7% 1.7 | 1:27 | 1:08 | 1:01 | 0:51 | 0:44 | 0:38 STRAIGHT-IN LANDING RWY 34R Missed apch climb gradient mim 3.2% LOC (GS out) DA(H) 331'(200') MDA(H) 490'(359') FULL ALS out ALS out 1200m NOT RVR 720m RVR 1800m 1200m VIS 800m AUTH VIS 2000m RVR 1500m VIS 1600m

CHANGES: MSA. TL. Lctr ident, Holding altitude.

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\*535

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MSA

Airport

UHPP/PKC JUN 08 (1.2) PETROPAVLOVSK-KAMCHATSKY, RUSSIA YELIZÓVO EFF 3 Jul (11-2) ●ILS- or 2 NDB- Bravo-1 Rwy 34R PETROPAVLOVSK Start (PAR/TWR) PETROPAVLOVSK Krug (SRE) 119.4 118.1 6500' 14,100' ILS LOC GS 095° ---IPR LOM DA(H) Final 7000' 951' (820') \*110.3 331' (200') Apt Elev 131 4600 Apch Crs NDB Minimum Alt 343° RWY 131

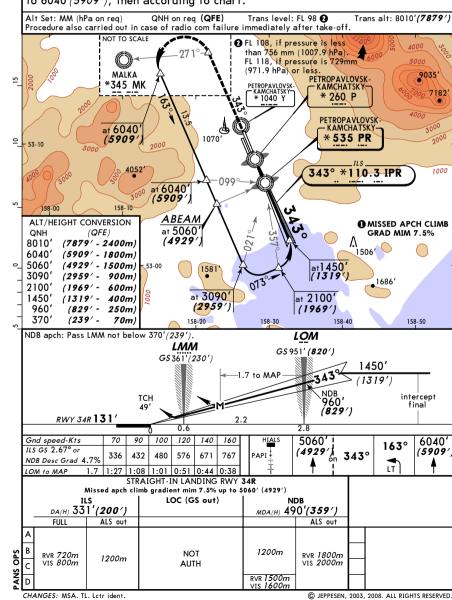
MISSED APCH: Climb on  $343^{\circ}$  to 5060' (4929'), then turn LEFT onto  $163^{\circ}$  climbing to 6040'(5909'), then according to chart.

MDA(H)

490' (359')

LOM

960' (829')



JeppView 3.6.3.1 UHPP/PKC JUN 08 PETROPAVLOVSK-KAMCHATSKY, RUSSIA YELIZÓVO EFF 3 Jul (11-3) ●ILS- or 2 NDB- Bravo-2 Rwy 34R PETROPAVLOVSK Krug (SRE) PETROPAVLOVSK Start (PAR/TWR) 119.4 118.1 6500' 14,100' LOC GS ILS IPR LOM DA(H) Final \*110.3 951′ (**820**′) 331'(200') Apt Elev 131 7000' 4600' Apch Crs NDB Minimum Alt 343° RWY 131 LOM MDA(H) MSA \*535 960' (829') 490' (359') Airport MISSED APCH: Climb on 343° to 2430'(2299') or above to 271° MK NDB, then turn LEFT onto 147° climbing to 7030' (6899') to PR NDB, then proceed to holding No 1. Climb grad MIM 3.2% until reaching PR NDB. Alt Set: MM (hPa on reg) QNH on rea (QFE) Trans level: FL 98 @ Trans alt: 8010'(7879' NOT TO SCALE 2 FL 108, if pressure is less than 756 mm (1007.9 hPa). FL 118, if pressure is 729mm (971.9 hPa) or less. MALKA \*345 MK KAMCHATSKY-\* 1040 Y 7182 \* 260 P 1070 PETROPAVLOVSK-2 53-10 - KAMCHATSKY-\* 535 PR MIM FL 148 1000 **1** MISSED APCH CLIMB ALT/HEIGHT CONVERSION **GRAD MIM 3.2%** (QFE) Λ<sub>1506</sub> (7879' - 2400m) 343° \*110.3 IPR 8010' 7030 (6899' - 2100m) (4269' - 1300m) 4400' 3420' (3289' - 1000m) 1686' 2430' (2299' - 700m) 1450' (1319' - 400m) 960' (829' - 250m) CRP) N52 54.0 E158 38.2 158-50 (239' - 70m) 158-20 370' NDB apch: Pass LMM not below 370'(239'). N52 54.0 LOM E158 38.2 LMM GS 951' (820') A3º 4400 G\$361'(230') (4269 TCH (829') RWY 34R 131' 11.9 70 90 100 120 140 160 Gnd speed-Kts 2430' ILS GS 2.67° or (2299') 343° 336 | 432 | 480 | 576 | 671 | 767 NDB Desc Grad 4.7% 1.7 1:27 1:08 1:01 0:51 0:44 0:38 STRAIGHT-IN LANDING RWY 34R Missed apch climb gradient mim 3.2% LOC (GS out) DA(H) 331'(200') MDA(H) 490'(359') FULL ALS out ALS out 1200m NOT RVR 1800m VIS 2000m RVR 720m 1200m AUTH RVR 1500m VIS 1600m

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CHANGES: MSA. TL. Lctr ident.

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